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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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NOFORN

50X1-HUM

COUNTRY USSR (Uzbek SSR)

REPORT

SUBJECT Miscellaneous Information on Tashkent (black market constr of private houses, military housing constr, gas, electricity, water availability, street & traffic conditions, bridges)

DATE DISTR. 28 April 1961

NO. PAGES 2

50X1-HUM

DATE OF INFO.

PLACE & DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[redacted] miscellaneous information on Tashkent [redacted]

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Attachment 1: Construction of private houses, from May through September 1959, is the subject of this two-page report. Because it was practically impossible to get construction materials in Tashkent, most prospective home owners bought their materials on the black market; they also hired their workers at black-market wages. Wages and hours are compared for illegal and legal labor.

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STATE	X	ARMY #	X	NAVY	X	AIR #	X	NSA	X	FBI		NIC	X	OCR	X

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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Attachment 2: During November 1958-May 1959 an unidentified military construction organization was building housing projects at three locations, each of which seemed to be a headquarters for the organization. One site was near the old fortress in the center of Tashkent, where a brick apartment house was under construction on a lot of about 300 square meters. Near the civil airport, south of the main railroad station and about 300 meters south of the end of streetcar line No. 10, five or six single-story brick apartment houses were being built, each about 35 by 8 by 4 meters. At a third location, about 500 meters north of prospekt A. Navoi from a point [redacted] about midway between ulitsa Sabira Rakhimova and Poligraficheskaya ulitsa, construction was taking place on several apartment houses similar to those being built near the civil airport. Included in this three-page attachment is a description of the work of a bricklaying brigade, together with a sketch of bricklaying courses used by the organization.

Attachment 3: Street and traffic conditions are given in this two-page report. By 1960 most of the streets in Tashkent were asphalt. In rainy weather many of the streets were often flooded. In rural areas, aside from the main highways, the roads were poor and covered with fine dust; during the rainy season, they were impassable. Winter snowfalls, which sometimes reached a depth of 20 to 30 centimeters, did not present any particular hazard to driving except on steep grades. [redacted] truck traffic in some detail and also comments on bridges and some of the steepest grades.

Attachment 4: In this two-page report, [redacted] brief remarks on Tashkent's natural gas, water, and electricity utilities as of 1960.

[redacted]

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C-O-N-F-I-D-E-N-T-I-A-L NOFORN

COUNTRY USSR (Uzbek SSR)

SUBJECT Construction of Private Houses in Tashkent

REPORT

DATE OF REPORT 7 - OCT 1960

NO. PAGES 2

REFERENCES

DATE OF INFO. PLACE & DATE ACQ.

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1. It was widely rumored among construction workers in Tashkent, Uzbek SSR, in late 1959 that the Soviet authorities were considering tighter labor laws. If enacted, such laws would be a major impediment to the construction of private houses in Tashkent, because private houses in Tashkent were built with construction labor hired at black market wages. This practice was so widespread that no houses built with legally-hired labor. no houses built with legally-acquired construction materials. Because it was almost impossible to acquire construction materials in Tashkent through legal channels, prospective home owners bought their materials on the black market. Because their labor and materials were hired and bought at black market rates, private house owners were said to be engaged in illegal house construction, although it was not illegal to build or own a house.

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2. The labor costs for an ordinary four-room and bathroom brick house in Tashkent were generally between 25,000 and 30,000 rubles, depending on the agreement between the owner and the labor contractor, the leader of the labor team building the house. The agreement was a written and legal document enforceable in Soviet courts; it covered only the labor costs for the construction of the house, not the construction material, and contracted the laborers for the construction of the house by individual job, not for the house as one unit. There was no contract between the labor contractor and the laborers on his team. The house described above was usually constructed in about two and one-half to three months by a six-man team working 12 hours a day. The contractor's wages were the same as those of each laborer.

3. Although the daily earnings of those construction laborers varied from day to day, illegally-employed workers made more money than those who were legally employed. For example, whereas the Government rate was 70 to 80 rubles per 1,000 bricks, the black market rate for laying 1,000 bricks was 110 to 130 rubles; whereas laborers working legally worked only about eight hours a day, an illegal construction worker could work as much as he wanted, meaning as many as 12 or 14 hours a day during the summer; and whereas Government wage rates were subject to reduction any time anyone overproduced, black market wages remained constant for the duration of a contract. It was never difficult for illegal construction workers to collect wages for work done, because the owner was anxious to please his workers and have his illegally-acquired construction materials used before they were stolen.

4. House construction in Tashkent was generally seasonal because of the extreme winter weather. Outdoor work could be done satisfactorily only from April or May through September or October each year; only a little indoor work could be done during the winter months.

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[redacted]

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COUNTRY USSR (Uzbek SSR)

REPORT [redacted]

SUBJECT Miscellaneous Information on Public Utilities in Tashkent

DATE OF REPORT MAR 1961

NO. PAGES 2

REFERENCES

DATE OF INFO. [redacted]

PLACE & DATE ACQ. [redacted]

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[redacted]

1. In September 1960 the Tashkent Cable Plant began to install gas lines into the apartment houses it controlled. Among these were some of the apartment houses [redacted], which belonged administratively to the Cable Plant. This project was expected to last all winter. In the spring of 1961 the main gas line was scheduled to reach this part of Tashkent, and the apartment houses would then be connected with this line.

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2. In May 1960 some parts of Tashkent were being supplied with natural gas for the first time [redacted]

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[redacted] for cooking in May 1960 [redacted] monthly bill was 50 to 60 rubles.

3. [redacted] Water was brought in daily by truck from the Tube and Lamp Plant in Tashkent. In June 1960 the settlement was connected with the city's water mains.

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Ans [redacted] 50X1-HUM

4. In the summer of 1960 [redacted] a trench was being dug three to four meters deep along ulitsa Shota Rustaveli. Concrete tubing about one and a half meters in diameter and with a wall thickness of about 20 centimeters was being laid in the trench. [redacted] 50X1-HUM [redacted] this was to be a main sewer line for Tashkent. 50X1-HUM

5. A high tension power line came from Chirchik to Tashkent along the main Tashkent-Chirchik highway. The line reached the railroad line at the Tashkent Cable Plant and then followed the railroad southward to the main Tashkent railroad station. It then turned southeastward to the electric power substation on the corner at the south side of Bakinskaya ulitsa and the east side of Kuybyshevskoye shosse. The high tension line ended at the substation. [redacted] 50X1-HUM [redacted]

[redacted]

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C-O-N-F-I-D-E-N-T-I-A-L NOFORN

COUNTRY	USSR (Uzbek SSR)
SUBJECT	Unidentified Military Construction Organization in Tashkent
REPORT	[redacted]
DATE OF REPORT	12 OCT 1960
NO. PAGES	3
REFERENCES	

DATE OF INFO. [redacted]
PLACE & DATE ACQ [redacted]

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[redacted]

1. A construction organization in Tashkent, Uzbek SSR, known [redacted] 50X1-HUM as a Military Construction Organization (Voyennaya Stroitel'naya Organizatsiya) was building housing projects at three locations, explained below, in November 1958-May 1959. The Organization appeared to have a headquarters at each of these three sites.

   a. A brick apartment house was under construction on a lot about 300 square meters in size located near the old fortress in the center of Tashkent. The building faced an unidentified road and was bordered on one side by a two-meter high board fence, on the other by another apartment house, and behind by an empty lot. The apartment house had a basement about three meters high and three floors and measured about 40 by 10 by 12 meters; it had 36 apartments, each with two or three small rooms. The building was to have kitchens, baths, and flush toilets.

   b. Five or six single-story brick apartment houses, each about 35 by 8 by 4 meters, were being built near the Civil Airport south of the main Tashkent railroad station and about 300 meters south of the end of streetcar line No. 10. These buildings were constructed in a housing area of similar buildings. There were open spaces surrounding these buildings.

   c. Several apartment houses similar to those being built near the Civil Airport were under construction about 500 meters north of ulitsa Navoi from a point [redacted] about midway between ulitsa Sabira Rakhimova and Poligraficheskaya ulitsa. [redacted] 50X1-HUM 50X1-HUM

[redacted] there were about three or five paved and unpaved streets running north from ulitsa Navoi. The apartment houses were on a side street running east of one of these unpaved streets. 50X1-HUM

2. There were two or three bricklaying-plastering brigades working on the construction at each of these sites: [redacted] 50X1-HUM
[redacted] one or two brigades were composed of Soviet soldiers who were brought to the site daily by truck from an unknown location. The soldiers did the same work the civilians did. The military brigades were supervised by a Soviet military officer [redacted] 50X1-HUM
[redacted] a lieutenant colonel, who came to the site almost daily to check on the progress of the building. The officer had silver epaulets. 50X1-HUM

3. [redacted] 50X1-HUM
[redacted] there was some connection between this Military Construction Organization and Trest No. 157.

4. [redacted] 50X1-HUM

a. One and two-story dwellings were usually built without basements, directly on a concrete slab foundation. The walls of these buildings were usually 25 centimeters thick, the length of one brick. Each brick was 25 centimeters long, 12.5 centimeters wide, and about 6.2 centimeters thick.

b. The first step in the construction of a multi-story building was the excavation of the basement, with bulldozers. Then a trench about 80 centimeters deep and 50 to 60 centimeters wide was dug around the outside of this excavation; a cement and coarse gravel mixture was poured into this trench for the foundation of the structure. The walls for these multi-story buildings varied in width from floor to floor. For the basement walls, the bricks were laid two bricks thick, with the bricks placed lengthwise, making the walls 50 centimeters thick. Usually the first course was laid as sketched and labelled A on page 3 and the second course as sketched and labelled B. The width of the upper walls depended on the number of stories: if there were to be more than three or four stories, the walls for the first floor were also 50 centimeters thick; but if there were to be fewer than three stories, the walls of the first floor were 37.5 centimeters thick, or the combined length of one brick and width of another laid in the course sketched and labelled C on page 3. The walls for the floors above the first floor were 25 centimeters thick, or one brick laid lengthwise. The courses used for these walls are labelled D and E on page 3. All floors above the basement were usually of pine wood and were supported by wooden beams. The roofs, usually gabled, were also built on wooden frames; they were made of cement tiles, each about one meter by about 50 centimeters, called shifer.

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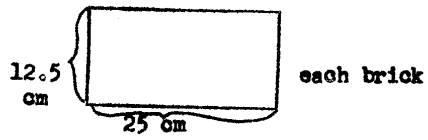
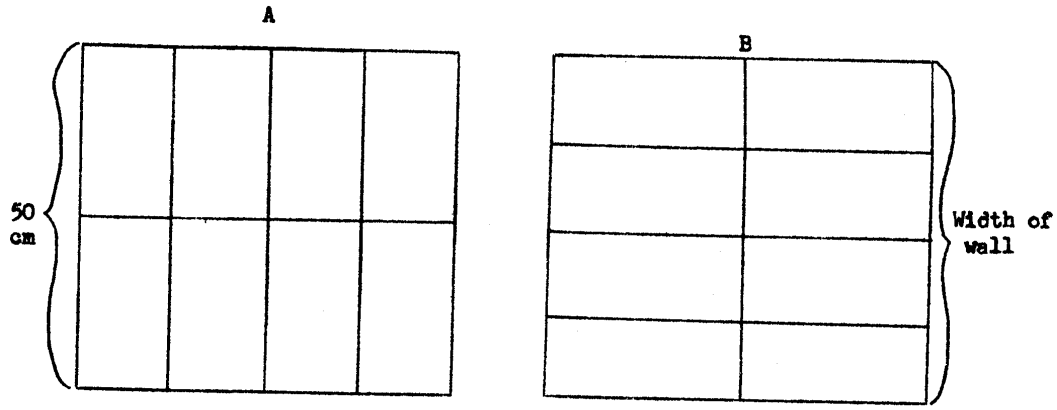
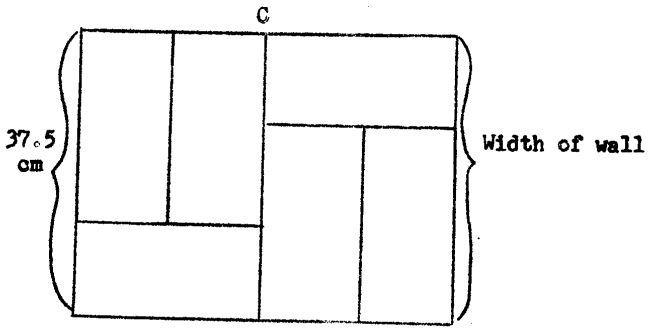
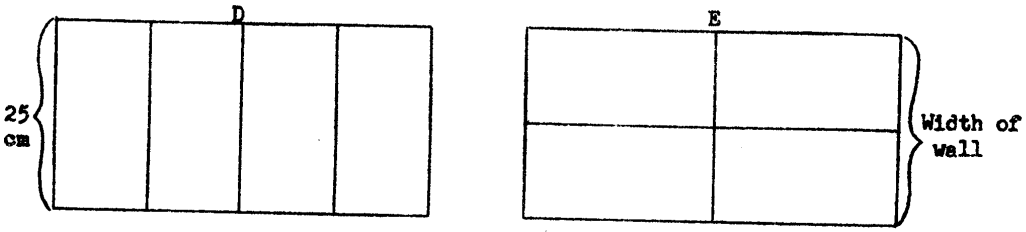
Bricklaying courses used by an unidentified Military Construction Organization in Tashkent, Uzbek SSR









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C-O-N-F-I-D-E-N-T-I-A-L NOFORN

COUNTRY USSR (Uzbek SSR)

SUBJECT Street and Traffic Conditions in Tashkent

REPORT

50X1-HUM

DATE OF REPORT MAR 1961

NO. PAGES 2

REFERENCES

DATE OF INFO. PLACE & DATE ACQ.

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1. By 1960 most of the streets in Tashkent were surfaced with asphalt. Only a few cobblestone streets remained, chiefly in the center of the city around Skver Revolyutsii, where traffic was not heavy and where trucks were not permitted. In hot summer weather the asphalt streets became soft and gave way under traffic with the result that "waves" and bubbles appeared in the streets. In the winter the asphalt streets suffered considerable frost damage.

2. In the construction of an asphalt street the roadbed was of coarse gravel about a foot deep, leveled by a roller. The asphalt was poured on the gravel, and, in hot weather, a fine gravel was poured on top of the asphalt.

3. In rainy weather many of the streets in Tashkent were flooded frequently, up to one or two feet, because drainage existed only in the center of the city and on new streets. The worst flood area in Tashkent was near the main passenger railroad station at the junction of ulitsa Chervyakova, Sarykul'skaya ulitsa, and Zheleznodorozhnaya ulitsa. After heavy rains the Salar River overflowed in this area. In 1958 or 1959 50X1-HUM
the water in this area had risen to the height of the roofs of 50X1-HUM
trucks. Rail and vehicular traffic was halted, and fire brigades were called to pump the water away.

4. Winter snowfalls, which sometimes reached a depth of 20 to 30 centimeters, did not present any particular hazard to driving except on steep grades. After a snowfall city trucks and other special machines cleared all the main thoroughfares and dangerous spots of snow. 50X1-HUM

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5. The steepest grades [redacted] in Tashkent were the following: 50X1-HUM

   a. On ulitsa Pushkina on the approach to the bridge over the Salar River from the south and west, a grade of about ten or twelve degrees.

   b. On shosse Lunacharskogo between the bridge over the Salar River and the railroad tracks, a grade of about ten or twelve degrees.

   c. On ulitsa Botkina where it passed the Tashkent cemetery, a grade of about 15 degrees. There were frequent traffic jams in this area, particularly in the winter. Even in good weather this section of the street was a bottleneck, because it was narrow and not suitable for the heavy truck traffic that had to use it (see paragraph 8).

6. The bridges over the Salar, Ankhor, and Burdzhar streams in Tashkent were suitable for vehicular traffic, including trucks. [redacted] 50X1-HUM
   [redacted] All the bridges had unlimited 50X1-HUM
   vertical clearance. They were constructed of steel on concrete foundations. The roadways were asphalted, and there were sidewalks on both sides.

7. Truck traffic was excluded from the streets around Skver Revolyutsii and the Detskiy Park im. Gor'kogo. Truck traffic usually took one of the following routes through Tashkent:

   a. From southwest Tashkent to northern Tashkent along ulitsa Shota Rustaveli, Sapernaya ulitsa, ulitsa Lenina, and either ulitsa Kh. Khodzhayeva, ulitsa Engel'sa and ulitsa Nasyrova, or Poligraficheskaya ulitsa toward Chimkentskoye shosse.

   b. From southeast Tashkent along Kuylyukskoye shosse and ulitsa Kuybysheva. Trucks then either turned left at ulitsa Chekova to Sapernaya ulitsa and followed the same route as in a. above or turned right on ulitsa Zhukovskogo to ulitsa Kablukova and ulitsa Engel'sa. Traffic entering Tashkent from the southeast along Kuylyukskoye shosse and going toward Chirchik turned right at ulitsa Zhukovskogo and then followed ulitsa Karla Marksa, ulitsa Botkina, and ulitsa Voroshilova to the Troitskiy Povorot.

   c. Trucks and other vehicles by-passed the central part of Tashkent on the north by ulitsa Kablukova and ulitsa Uritskogo.

   d. Farther north truck traffic moving in an east-west direction used ulitsa Labzak and Karamurtskaya ulitsa. Ulitsa Labzak was asphalted, but in poor condition; Karamurtskaya ulitsa was part cobblestone and part asphalted. Both streets were wide enough for large trucks to pass.

8. No trucks were permitted on shosse Lunacharskogo, a good asphalt street about eight meters wide. The street had no streetcar or bus routes. It had a sidewalk from Pushkinskiy Park to the canning plant. Ulitsa Voroshilova, which carried heavy truck traffic as far as the Troitskiy Povorot, was always in bad condition.

9. Ulitsa Navoi, the widest and best street in Tashkent, had two streetcar tracks in the center, a trolley-bus line on either side of the streetcar lines, and an auto road about seven to eight meters wide on either side of the trolley-bus lines. There were sidewalks on both sides and shade trees planted along it. The street was completely asphalted and provided with adequate drainage.

10. In rural areas, aside from the main highways, the roads were very poor and covered with a very fine dust. During the rainy season they were a sea of mud and impassable.